lem of bringing to the scene of a decisive battle in the invaded territory a superior force, well supplied in all respects, is greatly facilitated by the existence in that territory of navigable rivers. There is, moreover, no limit to the capacity of a river, so long as there are boats in sufficient number. A railroad, especially a single-track railroad, may be overcrowded, but a lake or a navigable river is always available.

The second object in a campaign of invasion is to overrun the enemy's territory, to occupy railroad centres and other strategical points, so as to prevent or at least to impede the concentration of his forces, to interfere with their receiving their stated supplies, to make it impossible for him to recruit his army from the population, or to obtain subsistence, forage, horses, or other supplies from the country. For an invading army to occupy a hostile region in a way which will secure to it these advantages requires, it is obvious, the freest communication between its several detachments; and the importance of navigable watercourses in this connection need not be pointed out.

A campaign, therefore, in the westerly half of tins new theatre of war promised many and obvious advantages to the Federal commanders. By making

use of the Cumberland and Tennessee rivers, the United States forces could establish themselves firmly at Nashville and other points on the line of communications on which any Confederate army iu Kentucky must necessarily depend. In this way the immediate evacuation of the greater part of Ken-